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Large quantities have been exported to various parts in the World.
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BRANCH OFFICE:—Shanghai, Nos. 420 and 431, Nanjing Road.
FACTORIES:—Hongkong, Wing King Street, Cannaway Bay; and Shanghai, No. 71,
North Soochow Road.

Mr. Bonar Law made an important statement in the House of Commons on May 20th on the attitude of the British Government towards Poland and Russia, and the League of Nations. In reply to Sir Donald Maclean, who criticised Poland's policy towards Russia as "an attempt to reconquer a country containing 3 per cent. of Poles and 95 per cent. of Russians," Mr. Bonar Law said:—In January of this year the Foreign Minister for Poland had an interview with Mr. Lloyd George, and the situation was thought to be so important that the views expressed by the Prime Minister were formally communicated to the Cabinet and were approved by us. In that interview the Prime Minister stated that Poland must not be allowed

responsibility of deciding between peace and war, but the British Government certainly did not advise war. The Prime Minister also made it clear that the British Government did not wish to give Poland the slightest encouragement to pursue a policy of war, because if we gave advice it would incur responsibilities which we could not discharge. But the Prime Minister went further, and said that if the Poles made a sincere attempt to attain an equitable peace, and the Bolsheviks refused, or having made peace proceeded to repudiate it, Great Britain felt bound to assist Poland to the best of her power. But that is not all

The Allied Supreme Council made public about the same time their view, which was to the effect that if the communities which border on the frontier of Soviet Russia, and whose independence or de facto Governments they have recognised, were to approach them and ask for advice as to what action they should take with regard to Soviet Russia, the Allied Governments would reply that they could not accept the responsibility of advising them to continue a war which might be injurious to their own interests; still less would they advise them to adopt a policy of aggression. What more could this Government or the Allied Governments do? What more could they have done? (Hear, hear.) We decided to give a promise or a give advice, but we made it plain that this country is sick of war—that the one

While I say that, I think it is a little unfair to overlook the position of Poland in the matter. (Hear, hear.) We might have come to the conclusion that it would be wiser not to make this kind of advance, but it is not enough to hold a view. All this kind of consideration leaves out of account the one vital fact. In dealing with Eastern Europe, in dealing with one of these countries, it is no use giving advice and expressing opinions unless you are prepared to back them up. (Cheers.) This really means that we must take the responsibility of sending men to Europe to see out. Is there any man in this House who could say that the British Government or the British people could be expected to throw their armed weight into the scale? That is the position. I have heard an account of these difficult negotiations given by my noble friend. It is part of my duty to defend the Polish Government or to attack the Soviet Government. I may only justify as far as I am able the action of the British Government. I do not have another side. It is a fact that after the defeat of General Denikin the Bolshevik army on the Polish frontier increased by more than 60 per cent. Lord R. Cecil: When was that? Mr. Bonar Law: In April, as compared with the end of 1918.

haid increased in that year. Their num-
ber they only sent to that extent. It may
be that they were afraid of an attack on
the other hand the Poles saw even indica-
tion that unless they showed their
strength the Bolsheviks would overrun
(Hear, hear.) I am not going to
say whether they are right or wrong. But
I say that I can imagine nothing that
is more discreditible to this Govern-
ment or to the Supreme Council than
to say to Poland, "You are not, if you
need it, necessary to your safety, to
the Bolsheviks," and then, to find
that the Poles were right, that the
Bolsheviks overrun Poland. What would
be the position be?

Mon. Members: And that of the
ne of Nations?
Bonar Law: It is obvious that
have it both ways. We have got to
of two things—leave them to do as
their heads, or take the responsibility
supporting them by arms. (Cheers.)
THE CHARGE OF MILITARISM.
I come to the position of the
ne of Nations. I assure non-members
when they talk of our military
they are really absolutely ignor-
ant of the facts. On the contrary,
felt not only that the financial strain
country was so great that we had
to cut down the military ex-
penditure to a point which is

I was in view of the difficulties
 we may be compelled to take part
 in," that mate says, "Why did you not
 then make" to the League of
 Nations? "I noticed that in one of the
 of the League of Nations it is
 "The League shall take any action
 may be deemed wise and effective to
 and the peace of the world. That
 whole point. Our view, that the
 League ought only to take action if
 it be effective. How can anyone
 that the League of Nations come
 concerned successfully in a matter of
 it? Is it not obvious that they
 have been faced with precisely the
 difficulty we would have been faced
 if they had said to the Poles, "You
 must do this or that." If they had

done so they would have had the responsibility, and they could not have carried it out. There is more than that. I thoroughly appreciate the sincerity of my noble friend in this matter. His enthusiasm is very great. But great and vital questions of this kind are not brought to fruition only by enthusiasm. There must be wisdom as well. (Hear, hear.) Speaking of the Prime Minister, my noble friend said he liked his perorations, but would submit to the loss of these if the Minister would take effective action. Well, I have served under more than one Prime Minister whom I never expected to serve under—(laughter)—but I do feel bound to say the Prime Minister is strongly of the belief, and so am I, that however difficult it is, the only real hope of getting rid of this system of possible terrible war is that the League of Nations

should be effective. In my belief, if the time comes advantage will be taken of the League, and in a far more effectual way than any number of speeches or letters written about it would suggest. My noble friend says there were splendid opportunities of bringing in the League of Nations, but "curiously enough," his speech he said, "I do not know that you can do it now they are at war." But they never ceased to be at war. I am sure my noble friend is perfectly sincere, and I would say to him, and to anyone who has the League of Nations at heart, that I cannot think of anything which would make its future more precarious and doubtful than if the idea were put forward that its influence was to be thrown in at a particular time to help the Bolsheviks and not to damage them. (Cheers.)

It is said that the Government, by keeping the Supreme Council in being, wishes to minimize the League of Nations. That is absolute nonsense. Here we are face to face with the carrying out of a treaty. One of the securities for carrying out the treaty was the occupation of enemy territory. We have not even completed the Turkish Treaty. The time may come, and one would be more grateful than his Majesty's Government, when this disagreeable work will be left to the League of Nations. At present that is utterly impossible, and I do not suppose that anyone would wish that the meetings of the Allied Council should stop and the whole thing be handed over to the League of Nations. As such as my noble friend is interested in this subject there are others who take as keen an interest and take a different view. They think that if

League of Nations mixed up in the settlement of this work none will not come to it; and you would damn it as an ineffective instrument. (Cheers.) What is the good of your saying to Poland, "We want a deputation to the League of Nations," if you cannot rely upon what you try to do being effective with the Soviet Government? Can you rely with the League in the interests of the whole world for Russia opened up again. Three months ago the League of Nations sent a message to the Soviet Government asking them if they would allow a deputation to enter Russia to report on the conditions there. After a delay of nearly three months the Soviet Government sent a reply which the Council of the League of Nations described as laying down "conditions which were practically equivalent to a refusal. Much as the League of Nations is admired by Lord R. Cecil it is no friends in Lenin and Trotsky. (Laughter.) There is nothing we would do better than to put an end to this thing, but is there any sense in suggesting that it is a partial proposal that the League of Nations should intervene on the first offer made by the League of Nations to the Soviet Government that it should receive a deputation has been used?" (Cheers.)

Sir Percival Phillips writes to the *Daily Express* from Constantinople:

Sir Percival Phillips writes to the *Daily Express* from Constantinople under date May 6th:—One of the most daring raids by pirates since the days of the Spanish Main was perpetrated off Batoum last week, when armed Bolsheviks seized the French liner *Sourak* after she had left the Port.

The story was told by three of the victims who arrived here to-day in the American destroyer *Cole*. Mrs. Haskell, wife of Colonel Haskell, director of the Caucasus division of the American Relief Commission; Mrs. Daley, wife of a Colonel; and Mrs. Booth, wife of a major.

The pirate, numbering about fifteen, also boarded on the *Sowrat* at Batoum, whether by ladders or crow is not clear, but at nine in the morning they appeared suddenly in various parts of the ship, from the bridge to the lower decks, and from the divers. They seized the wireless, ordered the passengers to their cabins, and began a systematic search of every one, ransacking the baggage quickly and thoroughly.

It is impossible to estimate the extent of their booty, but Mrs. Haskell alone lost over \$400 worth of jewelry. The pirates appears to have been no resistance. The passengers say that the pirate forced the captain to land them on the coast between Batoum and Trebizond before dawn. The vessel then brought up a French despatch, to which the Americans were translated. She then returned to Batoum and joined the *Cote*.

AN INTERESTING POINT IN
"BANKRUPTCY."

At N. M. Supreme Court, Shanghai, on the 2nd inst. His Honour Judge Skinner gave judgment on a motion by the Hongkong and Shanghai Banking Corporation and the Banque de l'Indo-Chine, who claimed to be secured creditors as regards certain goods, or the proceeds of the sale thereof, stored in the godown of Arthur Leever Birtinshaw, deceased, at Hankow at the date of his death.

Mr. A. C. Holborrow and Mr. Langley Smith appeared on behalf of the bank. Mr. K. E. Newman represented the trustee, and Mr. S. H. McKean an secured creditor.

His Lordship said: This is a motion in bankruptcy transferred from the "Provincial Court" at Hankow by order to this Court for argument and decision. It arises in the matter of the estate of one Burton, now deceased, which is being wound up as a bankrupt estate. The claimants are the Hongkong and Shanghai Bank and the Banque de l'Indo Chine, and there are, there are two motions; this judgment covers them both. The motion moved on the trustee in the bankruptcy, and he asks for a declaration that the claimants are to be ranked as secured creditors in respect of certain goods found in the bankrupt's godowns. The practice

...I think the trustee, if he had

...ought to have rejected the claim
left the Bank to appeal against his
decision. On that appeal, he would
doubtless taken the view of the
secured creditors who were vitally in-
terested in the matter." If he had no
doubt, he should have admitted the claim.
If he would still have left the unsecured
creditors or some of them the right to
appeal.

It is, the position put to me was
there was no power on this motion
to call to hear the unsecured creditors
and I thought it is clear that, after the
fact, they are the persons really interest-
ed. The case of *Ex parte Kearney* in re-
sponse to (17 Q.B.D.1) shows that a dissen-
sual minority of unsecured creditors has
no power to bring their views before the
court, though the trustee may have acted
in accordance with the direction given
by the majority. In this case, there
is a suggestion that there is a Committee
of creditors or that the trustee has called
a meeting of creditors on this matter
and that it is not to be interfered with
if it is not obstructed. Under all the circum-
stances of this case, I decided to hear the
unsecured creditor: he has filed no evi-
dence, but, though it is clear he could

me so. I do not think he has any sufficient ground for granting a further adjournment in the matter. It seems the Banks concerned hold shares of him from the bankrupt in certain goods; these documents are sometimes in the hands of the long Bank's clerk. On November 30th, 1861, The French Banks said, "The bankrupt died on December 5th, 1861, and an administration order in bankruptcy was made on January 1st, 1862. The goods concerned were in the bankrupt's hands and he kept the keys: the goods (at all events one of them) were not registered as bills of sale at the periodical inspections. The documents were not registered as bills of sale

that the documents are not bills of lading and therefore do not require registration under the bill of sale laws as they are other than goods are not taken away from the owner by the bill of sale as a custom of the trade in reference to the financing of cargo " prevents the operation of same.

I did the question of the bills of sale of our Order in Council myself. The matter had to some extent come before the Court in a case from where the provincial Court held that before a document was a bill of sale it required registration for rights in it and no appeal was made from the decision. However, on a number

of the cases quoted to me, and of In re Hewitt Trust & Co., B-772, by which I am bound, it is now clear these documents do not require them as bills of sale. I cannot see the facts in that case from those in I, therefore, so hold. But that though for the bank in this case no assignment law includes for the pur-
posities amongst creditors prior possession order and disposal receipt in his trade or busi-
ness under such circumstances that
deputed before therefor, and is
the fact alone caused me the dif-
ficulty of the managers of the
bank and of the trustee of the

The course of business of the bank in finding import cargo is described by Mr. Geary Gardner as follows: the shipper draws on the merchant in Hankow for the price of the goods sent by him; the drafts and bills of lading are forwarded to the bank at Hankow; if the importer in Hankow cannot meet the drafts he obtains a loan from the bank to release the goods. This the bank does on the execution of letters of lien, in which the importer undertakes to hold the goods as the agent of the bank. The goods are then stored in the importer's godowns under his complete control, though the bank makes periodical inspections of them. The importer has the sale and disposal of the goods. The goods, the subject of these claims, are kept in a locked and separate godown in no way connected with any retail business of the importer.

It is clear that such goods are goods in the bankrupt's trade and business. On the other hand they were to use words of Bigham, J. in *re* Hamilton Young & Co., 1905, 2, K.B. on p. 390, the goods of the bank in the sense that they had a charge upon them. It is further clear that the bank consented to the goods being in the order and disposition of the bankrupt in his trade and business; but did they do so under such circumstances that the bankrupt became the reputed owner of things necessarily leading to a transfer of ownership by the bankrupt, in considering that the real relation of the parties must be taken into consideration. (*re* William Watson & Co., 1904, 2, K.B.753.) The parties here were in fact principals and agents, but sales made by the agent must not take place, under circumstances from which customers generally will be entitled to presume that the goods must be, not may or may not be, the property of the bankrupt. (*Per* Vaughan Williams L. J.) I have no doubt, that apart from the custom or usage pledged as a clause. But it is said that the recognized custom of trade in Hankow is that the goods in merchants' godowns are known to be often pledged to the banks. Now the reputation of ownership may be particularly notorious that goods of the trade in the possession of persons who are not the owners of them; but it is not

In *re Gony*, *Jencks & Co.*, 1898 I.Q.B. 737, and the remarks of Brett M.R. in *ex parte Reynolds*, in *re Barnett*, 15 Q.B.D. on p. 191.

Here we know the bankrupt traded in Shanghai and Tientsin as well as in Hankow' (see my judgment on the first motion in this matter); but I have evidence on these motions only as to Hankow. There the goods as described are many of them (e.g. safes, and electric fans) articles which are ordinarily sold retail; and they consist in the godown of goods partly bulk imported and partly goods partly bulk and some in bins. The bankrupt was apart from the lien to the bank the owner; he had absolute and entire control of them; there is no suggestion that he was only an agent selling on commission (see *In re Bavier* in 1895). In my opinion, the evidence before me of the custom of trade in Hankow is entirely insufficient to take the goods out of the reputed ownership clause. I observe that according to the facts as stated in the above mentioned case of Hamilton Young & Co., the goods which reached India as transport cargo were stored in a godown rented by the Bank on which the Bank's name appeared and the keys whereof were in the Bank's property, and

1. therefore, refuse the motion of the banks and they must pay the note of the currency. As to the unsecured creditor who appeared here, I think that he is entitled to receive them out of the estate and so order.

UNCONTROLLED PASSAGES.
ARRANGEMENT TO ACCOMMODATE
OFFICIALS AND BUSINESSMEN.

A special cable — the *Pioneer* (Allahabad) dated London June 14th, states that the passages are to be decontrolled from August 31st and, therefore, decontrolled from

It will apparently be the duty of the Government to protect itself of its shipping companies will be in a position to tell them to whom they please to send their cargo. However, that Anglo-Indian is not to have to compete unassisted against the trotting millions from America elsewhere. The Indian Office has already made an agreement with the P. & O. Company under which firstly, passage during the coming cold weather will be secured to the Indian officials required in India and secondly, available in accordance with the requirements of the Government. Thirdly, on which they are due to resume their jobs. Secondly, no passages will be sold to those troopers until those having a right to go to India have been accommodated. This will include

But wives whose husbands are in India is hoped similar agreements will be made with the other lines. It is believed in official circles that the difficulties next winter will be unlike those of last year, as it will not be necessary to secure 2-3rds of the modulation for military passengers and the American rush sufficient to seriously complicate the passage question. Anticipated conditions are, however, being considered. It is not improbable that a compromise will be issued drawing attention to the scarcity of hotel accommodation in India and the possibility that travellers might opt for the cold weather and find themselves hung up through a summer. Since the arrangements for the Shipping Companies were made contemplated these

PRESENTATION OF MEDALS.

DAY OF THE BATTLE.

Only two of the Officers emerged from the battle untouched; the remainder were all either killed or wounded.

The ceremonial parade took place at 10.30 a.m., on the Murray Parade ground, a large gathering being attracted, this time, to the ceremony. The members of the Wiltshire Regiment, under command of Lieut-Col. Wyndham, *fleurs de lys* commemorated the fact that the action

important spirit. I congratulate y
Col. Wyndham, on the turn-out of y
men, and I am very pleased to have

THE CHURCH SERVICE.
Following the parade, a voluntary service was held at St. John's Cathedral, Rev. M. Shewell, Military Chaplain officiating. A special form of service gone through and hymns suitable to occasion were sung. Addressing those present, the preacher said that never since the days of the Armada was there such a spontaneous outburst of religious feeling.

their duty for King, for country, for
ment, and their fellow-men and for th
selves they would do it with the very
that was in them.

plaintant \$2 as compensation.

SON ROBS FATHER.

"INTERPORT" POLO.
HISTORY OF KESWICK CUP.

combination win, and a hearty welcome to visitors on their arrival.

Wm Powell Ltd
TELEPHONE 346

— 10 —

NO MORE "CLIMBING SHIRTS"
EVER HAD ONE OF THOSE CLIMBING SHIRTS—THE KIND THAT
CREEPS UP AN INCH OR TWO AT THE WAIST WITH EVERY MOVE
YOU MAKE?

"CLIMBING SHIRT" IS CAUSED BY A BELT
THAT PRESSES TOO CLOSELY ALL THE WAY ROUND—YOUR BELT
HASN'T A CHANCE TO SLIP BACK WHERE IT BELONGS.

TO OVERCOME THIS USE ONE OF OUR
"LIVE" LEATHER BELTS.
GENT'S OUTFITTING SECTION.

NEW ADVERTISEMENTS

THE ADMIRAL LINE.
M. H. T. KRULL has been appointed Acting Agent for this Company in Hongkong during the temporary absence of J. HANSCOM.
JOHN J. GORMAN, General Agent.
 The Admiral Line Pacific Steamship Co. Hongkong, July 8th, 1920. [1174]

AMERICAN BUREAU OF SHIPPING.
M. H. T. KRULL will be in charge of the local Agency and Surveyorship of The American Bureau of Shipping, during my temporary absence.
D. J. HANSCOM, Agent and Surveyor.
 American Bureau of Shipping, Hongkong, July 8th, 1920. [1175]

HELENA MAY INSTITUTE.
RELIGIOUS MEETINGS are being held as follows during the Summer—
 First, Third and Fourth Tuesdays in the month at 5.30.
 Second Wednesdays in the months at 10.15.
 These Meetings are open to all Women. [1176]

G. R.
NOTICE.
IT IS HEREBY NOTIFIED that **ARSENAL STREET** will be closed to Wheeled Traffic from July 15th, until the Hongkong Tramway Co., has completed the relaying of the track.
P. P. J. WOODHOUSE, Captain Superintendent of Police, Hongkong, July 8th, 1920. [1177]

HONGKONG UNIVERSITY.
TENDERS are invited for the immediate construction of **TWO CONCRETE TENNIS COURTS** in the University. Specifications on application.
N. TENSDALE MACKINTOSH, Registrar, Hongkong, July 7th, 1920. [1167]

PUBLIC AUCTION
 By Order of the Mortgagees.
MESSRS. LAMBERT BROTHERS have received instructions to sell by Public Auction on **FRIDAY**, the 23rd day of July, 1920, at 3 P.M. at their Sales Rooms, Duddell Street, Victoria, Hongkong.
 The following **VALUABLE LEASEHOLD PROPERTY** situate at Victoria in the Colony of Hongkong, viz—
 ALL THAT piece or parcel of ground situate at Victoria, already registered in the Land Office as **SECTION 5** or **INLAND LOT No. 425** together with the messuage erected thereon known as **No. 6, West Terrace, Victoria** aforesaid. Term 999 years from 28th May, 1855 created by a Crown Lease of the said Lot dated 17th April, 1885 Annual Crown rent \$6.46; Area 2565 square feet.
 For further particulars and conditions of sale apply to—
JOHNSON, STOKES & MASTER, Principals, Buildings, Ice House Street, Hongkong.
 Solicitors for the Mortgagees, or to **MESSRS. LAMBERT BROTHERS**, The Auctioneers, Hongkong, July 8th, 1920. [1162]

REPULSE BAY HOTEL.
SATURDAY, JULY 10TH:
TEA DANCE FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.
SUNDAY, JULY 11TH:
ORCHESTRAL CONCERTS DURING
TEFFIN AND AFTERNOON. [210]

WE HAVE
 Great Varieties of used and unused
POSTAGE STAMPS
 Single, Sets, Packets, Bags, and
 On Approval Books
FOR COLLECTIONS.
GRACA & CO.
 Dealers in Postage Stamps, Post Cards, Seals, Toys, &c. &c.
 No. 16, WYNDHAM STREET, HONGKONG.
 P.O. Box, 420. [160]

INTIMATIONS

NOTICE.
THE Interest and Responsibility of Mr. HERBERT WILLIAM LOOKER in our Firm ceased on the 30th June 1920.
DEACON, LOOKER, DRACON & HARBOR. [1153]
 Hongkong, July 1st, 1920.

NOTICE.
WE are vacating our present premises on July 31st, and moving temporarily to No. 19, Ice House Street (next to Mrs. Cheong, photographer). In order to avoid as much as possible, the repacking for removal of the stocks at present displayed, we are offering for a few weeks only Smoking Requisites, Cigars and Egyptian Cigarettes, Virginia Cigarettes and Tobacco at reductions of 15 per cent., 10 per cent. and 5 per cent. respectively.
TABAGUERIA FILIPINA, 10, Des Vaux Road, Central, Telephone 3559. [1143]
 Hongkong, July 2nd, 1920.

UNION INSURANCE SOCIETY OF CANTON LIMITED.
THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BULL & Co., of London, has been LOST, and if at the expiration of one month from the date hereof the above document will be not forthcoming, the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.
PAUL LAUDER, for General Manager, Hongkong, June 10th, 1920. [1173]

WANTED.
MIDDLE-aged Marine Officer stationed in Hongkong till beginning next year wants to meet Young Lady who will teach him dancing in return for entertainments—dinners, motor car tours, bathing parties, etc., etc. Address communication with photograph to—
 Box 8345, Care of "Daily Press" Office. [1182]

WANTED.
SUPER-EDITOR for paper in North China. One with previous experience of illustrated work preferred. Apply in the first instance to Box No. 1171, care of "Daily Press" Office, giving particulars of experience, and copies of testimonials. [1171]

WANTED TO RENT.
FOR one or two months, FURNISHED BUNGALOW or SMALL HOUSE, Peak District.
 Reply to—
 Box No. 1183, Care of "Daily Press" Office. [1183]

TO LET.
CORRUGATED IRON GODOWN at Yuenai.
 Apply to—
THE HONGKONG LAND RECLAMATION CO. LTD. [1160]

TO LET OR FOR SALE.
GLENSHIEL No. 141, The Peak, near Barker Road Tram Station.
 Apply to—
LINSTEAD & DAVIS, Alexandra Buildings. [1139]

FOR SALE.
BY Peak Resident, BOOMY PERAMBULATOR, in first class condition.
 Price \$75.00.
 Apply—
 Box 1153, Care of "Daily Press" Office. [1153]

FOR SALE.
NO. 1, STEWART TERRACE, 87, The Peak.
 Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [68]

FOR SALE.
NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.
 For particulars apply—
CARVALHO & COMPANY, Machinery Department. [390]

FOR SALE.
MARINE ENGINE AND BOLLER.
ENGINE—Compound surface Condensing type. Cylinders 12" and 24" diameter; 18" Stroke.
 Fittings nearly complete.
BOLLER—Horizontal cylindrical return tube type. Constructed to Board of Trade requirements.
 Diameter 10' 3". Length 8' 6". 2 Plain furnaces, 6' 6" long, 2' 11" inside diameter, 3' 0" outside diameter.
 Working pressure 120 lbs. per sq. inch.
 Fittings nearly complete.
 Delivery in Singapore.
 Offers wanted.
 Price interested please apply—
 Box No. 1154, Care of "Daily Press" Office. [1154]

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "Hongkong Daily Press" at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rate.

Letters are lying at this Office for—
Box 8345, P. Q.

WANTED—OFFICE ROOMS, immediate possession. Reply to Box T, "Daily Press" Office. [26]

WANTED four or five Roomed FURNISHED HOUSE at the Peak for one year from 1st November. Reply to Lieut. Colonel TAYLOR, 53, The Peak. [38]

WANTED—Foreigner, Export Codist, wants position. Apply Box W, "Daily Press" Office. [30]

TO LET—For immediate occupation Office and Show Room at Mission Building, The Bund, Canton. Apply to Box Y, "Daily Press" Office. [32]

TO LET—For a few weeks FURNISHED FLAT on High Level. Reply to Box V, "Daily Press" Office. [29]

FOR SALE, BUNGALOW at Magazine Bay. Further particulars Apply Box B, "Daily Press" Office. [24]

FOR SALE, Gentleman retiring from business through old age, wishes to sell his **GOODWILL**, no liabilities. Reply to Box U, "Daily Press" Office. [27]

A. G. DA ROCHA,
IS THE AUCTIONEER.
A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
 Queen's Road Central, Telephone No. 2492.

FAVOURED with instructions from The Concerned will sell by Public Auction, on SATURDAY, July 10th, 1920, at 2.30 P.M. at his Sales Rooms, Queen's Road Central (Old Post Office Building).
VALUABLE HOUSEHOLD FURNITURE AND EFFECTS
 Comprising—
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DAIRY FARM NEWS.

POULTRY

OWING to the High Price of IMPORTED POULTRY, our Prices for own House bred Poultry will be as follows on and after July 9th—
CAPONS 55 cents per lb.
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THE DAIRY FARM LTD. & CO.
STORAGE CO., LTD.
 Hongkong, July 7th, 1920. [55]

INTIMATION

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TELEPHONE 616.

BIRTH.

BARTON—On July 8th, at "Hollywood," 13, Chatham Road, Kowloon, Mr. and Mrs. L. A. BARTON, a daughter. [1177]

The Daily Press.

HONGKONG, JULY 9TH, 1920.

SHIPBUILDING IN THE FAR EAST.

"SHIPBUILDING on a considerable scale may now be counted as one of the established industries of China capable of great expansion." This noteworthy statement is extracted from the Report on the Foreign Trade of China in 1919 by the Statistical Secretary of the Chinese Maritime Customs Administration. With the evidence before the world of what the Japanese have been able to accomplish in the shipbuilding industry, especially in the last quarter of a century, no one acquainted with the aptitude of the Chinese for engineering and shipbuilding is likely to doubt the statement that this industry is capable of great expansion in China. The question for consideration is: How is that expansion to be gained? In Japan the shipbuilding industry, like the carrying trade of the country, has been aided by substantial subsidies from the Government continued over many years. In China what progress has been already made in the shipbuilding industry, has been made in free and open competition with the world entirely on the reputation the yards have gained for good workmanship combined with cost particulars which compare favourably with shipbuilding costs in any other part of the world. In this connection we associate Hongkong with China. A few months ago an official report was published showing that of the vessels built abroad to the order of the British Ministry of Shipping during the war, those built in Hongkong worked out at the lowest average cost per ton deadweight—considerably lower, by the way, than the ships built in China (i.e., at Shanghai), while the cost of the ships built in Shanghai worked out appreciably less than those built in Japan and the United States. Another very noteworthy

RANDOM REFLECTIONS.

To have four entertainment companies on tour giving performances in the Theatre in a single month is something we have little reason to expect in these days of expensive travelling. We have had the Humphrey Bishop Co. playing here for ten days on their return from a tour in the North. We have this week had a flying visit from the Leyland Hodgson Revue Co., on Saturday, and on Monday we are to have the American College Glee Club and on Tuesday a brief visit from "The Quintet." This Company as well as the Leyland Hodgson Revue Co. are going North, and will arrange for a longer stay in the Colony upon their return South. This is the season of the year when the travelling companies of entertainers migrate from the heat of India to the "summer resorts" of the North, in which they count Hongkong, Shanghai, Tientsin, Kobe and Yokohama. Whew! Is there any appreciable difference between the climatic conditions of India and the Far East in the summer months. Possibly they find their chief enjoyment in the voyages between ports. The financial aspects to the tour constitute another story.

Few of us realize that in venturing to the Far East these days, theatrical companies are gambling on very slender chances indeed. So many companies, have, in the past four years, finished on the wrong side of the balance sheet that the time may come soon when theatrical companies from Home will tour the East as far as Singapore and then turn back. The fact is that travelling costs have risen so much and shipping facilities are so uncertain that a tour to China and Japan is a very serious consideration. In pre-war days, steamer fares were quite 50 per cent. cheaper, and shipping companies gave theatrical people an appreciable discount. Now, of course, this concession has vanished, and also has the cheaper hotel charges which hotel managers made in favour of theatrical companies. The numerous other expenses which theatrical people have to bear have all risen 50 per cent. since the war—yet the smallest attempt on the part of a Company to raise their charges of admission is a grievance to the whole community, and the Company plays in half-empty houses.

What has to be remembered is that the only people who have not raised—as a general rule—their prices are the theatrical companies. A theatrical promoter does not send a company to the Far East to be a boon and a blessing to the weary European population. From his viewpoint, it is purely a business proposition; one, as I say, that has proved a sad experience to recent companies. Mr. Humphrey Bishop, for instance, lost over £2,000 on his recent Far Eastern tour. His company was admittedly a good one, but luck and shipping were dead against him. In Japan, it rained for something like eleven days on end, and they played to miserable houses. They could not get a steamer when they wanted it, and to the members of the Company the visit was an extended nightmare. In Shanghai, they were forced to stay longer than they intended, and the last few days saw what profit they had made in the first few days filter through their hands. The same thing happened in Manila. Hongkong, however, gave these cherty folk a good season, and some of the previous losses were made up. But with £2,000 on the wrong side, will it be surprising if Mr. Bishop thinks twice before venturing to the Far East again?

It is an open secret that the Marie Tempest Co. tour was a financial failure. From her point of view, Miss Tempest was more than justified in doubling the admission rates on her first visit to Hongkong, but that was not the view of local theatre-goers, and this still great artist suffered such humiliation as she will remember for a long time. A member of her Company told me that when they return Home, their experiences in China will prove a sufficiently interesting story to prevent any English artist of reputation ever venturing to the East.

The high costs in the East affect not only the theatrical promoter, but also the individual members of each Company. Not all of us know that from the small salary which these people receive, they have to pay their own hotel bills and all incidental expenses. Only their steamer fare or train fare is paid for them, and they get paid only for the nights on which they play. It is not a saving proposition for the men or the girls, especially if they have sufficient respect for themselves not to accept any body's hospitality without returning it in equal measure. Bandman's alone pay, the hotel charges of their people, but that is because the Actors' Association at Home refused to send any entertainers out unless this was done. Once upon a time, a company run by Mr. Bandman got into India, and the members had a very unpleasant time. That is why the Actors' Association took action.

St. Patrick's Society of Montreal declined to take part in the Empire Day celebration.

THEATRE ROYAL,

HONGKONG. 9.15 p.m. 9.15 p.m.

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"VICTORIA" Aug. 4thFor Passage and Freight apply to
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Agents,
113, Connaught Road Central.MR. BLAND ON CHINA'S
CRITICAL CONDITION.
NEED FOR FOREIGN AID.

Mr. J. Q. P. Bland, writing in the Times, says there has probably never been a time during the past five-and-twenty years, when the average Englishman has known or cared less about the position of affairs in the Far East than he does to-day. The cumulative results of the war, the high cost of living, and the crowding anxieties of European politics have given him sufficient food for thought and left him little to spare for the destinies of men in farthest Asia.

Nevertheless, I venture to say that never has an accurate appreciation of the situation in the Far East been of greater importance to the British people than it is to-day. Never has there been more need of a well-informed public opinion, to frame and direct a policy for the development and maintenance of our trade in that region. For, looking to the future, if there be one thing certain, it is that Great Britain's hopes of financial and economic restoration must lie in a wide development of overseas markets for her manufactures. It seems no exaggeration to predict that with its greatly diminished resources, the nation cannot hope to be able to purchase the foreign food supplies required for the actual population of these islands unless it can find means to pay for them with the profits of increased production and exports. If this be admitted, then the importance of China, as the greatest potential market in the world, becomes manifest. And the present critical condition of China's internal affairs and finances, the danger of disruption, which cannot much longer be averted unless effective remedies are speedily applied, make it imperative that public opinion in this country should appreciate the fundamental facts of the situation.

THE ANGLO-JAPANESE ALLIANCE.

Another cogent reason for the revival of intelligent interest in the Far Eastern problem lies in the fact that the time is at hand for discussion of the renewal of the Anglo-Japanese Alliance. Later on, in the course of these articles, I shall have occasion to discuss the Japanese Government's policy in China and the causes which have recently contributed to make the renewal of the Alliance generally popular in Japan.

Pending the distant day of a League of Nations that shall make all such covenants superfluous, both England and Japan have evidently much to gain in the maintenance of an Alliance which, "tant bien que mal," has stood the test of critical times. But no good purpose will be served when, approaching the question of its renewal, shutting our eyes to the fact that a good many things have been done in China, by the Japanese Government or its agents, during the past six years, which can by no means be reconciled with either the spirit or the letter of the existing Treaty of Alliance. The main purpose of that pact was to protect and preserve the integrity of China as an independent State and to maintain therein the principle of an "open door" for the commerce of all nations on a footing of equal opportunity. Any renewal of the Alliance, which fails to emphasize and safeguard this principle, and to insist upon its equitable application, would be not only useless from the British point of view, but a certain source of trouble in the future.

In Asia, as in Europe, there have been great changes since 1914. Strategically speaking, many things in the future shall depend upon the type of State which shall eventually emerge from the melting-pot in Russia. A complete return to the status quo ante in China is clearly impossible, for reasons which will be explained in due course. But so far as Great Britain is concerned, the fundamental object of the Anglo-Japanese Alliance remains unchanged, and it should be our definite aim to make it, when renewed, an effective instrument for the maintenance of those equal opportunities upon which the future of our trade in China depends. Japan comes to the discussion of this question with a very clear perception of the value of China's potential trade and undeveloped resources, and of the importance of Chinese cheap labour as a factor in the economic warfare of the future.

THE ACTUAL SITUATION.

Now the central facts of the actual situation in the Far East are these:—
(1.) That, since the abdication of the Manchurian dynasty there has been no effective Government in China; that the small group of predatory politicians and officials, who profess to represent the Republic, have no national authority; that the provinces are misruled and exploited by semi-independent Governors, each in command of his own military forces; that, in the absence of regular revenues from the provinces, Peking continues to resort, bankruptly by means of such loans, Japan has acquired a position of ascendancy over the Peking Government and thus given cause for much internal dissension and strife.
(2.) That there can be no hope of permanently preserving the integrity and independence of China unless immediate steps be taken to establish and maintain at Peking a central Government invested with authority sufficient to enable it to collect adequate revenues from the provinces.
(3.) That this central Government cannot be established by the Chinese themselves without foreign intervention. To make its establishment and continued existence possible, the provincial armies of the Military Governors (Tu-Chuns) must be finally disbanded and the Tu-Chuns themselves replaced by Civil Governors directly responsible to Peking—a task obviously beyond the resources of the Chinese under present conditions.
(4.) That no such remedial measures are practicable unless, and until the Powers concerned (and especially Japan) come to a definite understanding and agree to pursue a common policy of readjustment and reconstruction based upon a sincere desire to re-establish the economic stability and political independence of China.
(5.) That negotiations for the renewal of the Anglo-Japanese Alliance should provide a good opportunity for coming to such an agreement.
(6.) That no satisfactory reconstruction of China is attainable by means of an international financial Consortium unless

the latter's organization and methods of procedure are clearly prescribed and supervised under a comprehensive agreement between the Powers concerned. Unless its duties and responsibilities are definitely laid down, a financial Consortium is bound to follow the line of least resistance as in the past to the ultimate detriment of China.

CONCLUSIONS FORESEEN.

I am well aware that some of all these facts will be challenged in quarters whose opinions carry no little weight, and particularly in the United States. They will be disputed, no doubt, by many earnest missionaries and teachers in China who, because of their own implicit faith in the magic virtue of democracy as a perfect system of government applicable to all races, have become, so to speak, the spiritual godfathers of Young China, and believe, against the weight of cumulative evidence, in the regenerating virtue of the democratic movement. They will be disputed also in industrial financial circles, because it is in the nature of financiers to ignore the cloud and see only the silver lining. Finally, they will be vociferously denied by the vernacular Press which Young China inspires and controls, because the idea of any kind of effective financial control and of a strongly centralized Government, is just as distasteful to the present generation of Chinese students and journalists as it was to their predecessors, the men who rose to place and power during the wester of sordid conspiracies which began in 1911, and who have since displayed corruption and inefficiency far surpassing the worst records of the mandarin under the Monarchy. Nevertheless, the facts, as above stated, are true, and their truth is recognized in China, not only by the great majority of disinterested European observers of the situation, but by a considerable proportion of thinking men among the Chinese, sober minded officials, business men, and patriotic merchants.

HONGKONG TIDE TABLE.

From July 9th to 15th, 1920.

Day of Week	Day of Month	HIGH WATER.			LOW WATER.		
		Time.	Height.	Time.	Height.	Time.	Height.
Fri.	9	3 3/4	5 0	8 3/4	3 3/4	3 3/4	3 3/4
Satur.	10	3 5/8	5 1	9 1/4	2 5/8	2 5/8	2 5/8
Sun.	11	4 1/4	5 2	10 1/4	2 3/4	2 3/4	2 3/4
Mon.	12	4 5/8	5 3	10 5/8	2 3/4	2 3/4	2 3/4
Tues.	13	5 1/4	5 4	11 1/4	2 3/4	2 3/4	2 3/4
Wed.	14	5 7/8	5 5	11 5/8	2 3/4	2 3/4	2 3/4
Thurs.	15	6 1/4	5 6	12 1/4	2 3/4	2 3/4	2 3/4

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA "LOONGSANG" Fri. 9th July, 3 p.m.
HANKOW "HINSANG" Sat. 10th July, Noon
HAIPHONG via HOIHOW "TAKSANG" Tues. 13th July, 8 a.m.
STRAITS & CALCUTTA "FOOKSANG" Wed. 14th July, 3 p.m.
TIENTSIN via SWATOW & WEIHAIWEI "CHEONGSHING" Sun. 18th July, 8 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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"GLENTAMOR" ... 15th July
"GLENSANDA" ... 28th July

HOMEWARDS.

Vessel: "GLENTARA" ... 28th July
"GLENTAMOR" ... 12th Aug.
"GLENSANDA" ... 22nd Aug.
"GLENTAMOR" ... 28th Sept.
"GLENTARA" ... Middle of September

Movements are subject to change without notice.

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Two steamers of about 6,400 tons deadweight each
Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the
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SHIPPING NEWS

ARRIVALS

July 7th.
Pitana, Italian str., 1,545 tons, Capt. Bernarini, from Trieste, via Singapore, with a general cargo. — Dredge & Co.
West China, American str., 3,357 tons, Capt. Miller, from San Francisco and Shanghai, with a general cargo. — Pacific Mail S.S. Co.
Fuchang, Chinese str., 394 tons, Capt. Laitovskiy, from Swatow, with a general cargo. — Po Lee S.S. Co.

July 8th.
Deception, British str., 4,476 tons, Capt. Kendall, from Shanghai, with a general cargo. — B. & S.
Hop Sang, British str., 1,356 tons, Capt. Ferguson, from Canton, with a general cargo. — J. M. & Co.
Kwang Lee, Chinese str., 1,463 tons, Capt. Sangster, from Canton, with a general cargo. — C.M.S.N. Co.
Lake Farnie, American str., 2,815 tons, Capt. Linden, from Singapore, with a general cargo. — Butterfield & Swire.

Rokk san Maru, Japanese str., 1,167 tons, Capt. Takiya, from Muke, with a cargo of coal. — M.B.K.
Shansi, British str., 1,224 tons, Captain Lewis, from Hongkong, with a cargo of coal. — B. & S.

Unwan Maru, Japanese str., 1,240 tons, Capt. Ouchi, from Hongkong, with a cargo of coal. — O.S.K.
Wahai, British str., 1,224 tons, Captain Roberts, from Swatow, in ballast. — B. & S.

CLEARANCES

July 8th.
Chang Chow, for Singapore.
Hakka, for Sumatra.
Hup Sang, for Shanghai.
Maroon Maru, for Kobe.
Peking, for Hongkong.
Rokk san Maru, for Keelung.
Shansi, for Shanghai.
Tengchow, for Shanghai.
Tengchow Maru, for Keelung.
Wahai, for Kwong Chow Maru.

PASSENGERS

ARRIVALS.
Pitana, from July 8th: Mr. H. O. Tong, Mr. L. Walser, Mr. Schallebaum, Mrs. C. Fisher, Miss F. D. Pilger, Miss E. Kuhnle, Miss Ch. Bauer, Mr. W. Bodner, Mr. W. Mauer, Mr. A. E. Earle, Mrs. Cortes, Col. and Mrs. Beckering, Misses Beckering (2), Mr. F. Persi, Mr. and Mrs. L. B. van Bommel and Miss L. Bommel, Mr. and Mrs. J. G. van Thull, Mr. and Mrs. W. N. Briel, Misses J. H. Briel and M. W. L. Briel, Mr. and Mrs. C. J. Ophorst, Miss Ophorst, Mr. and Mrs. Larnie, Mr. and Mrs. Kerbert, Mr. C. J. Endert, Capt. and Mrs. van Ameijda, Mr. W. G. J. Shaw, Mr. F. Torsheger, Mr. A. C. W. Lionarous, and Mr. A. F. Mclemon.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Japan reached Yokohama on July 6th, left the next day, and is due in Hongkong on July 15th.
The N.Y.K. s.s. Akita Maru (Hamburg line) left Singapore for this port on July 6th, and is expected here on July 13th.
The N.Y.K. s.s. Yokohama Maru (European line) left London for this port via Suez on July 2nd, and is expected here on August 12th.

VESSELS EXPECTED.

Aki Maru, from Australia, due July 20th.
Alrosa, from New York, due July 9th.
Billerup, due July 15th.
Calcutta Maru (Hamburg line), due August 11th.
China, left San Francisco for Hongkong, June 22nd.
Empress of Asia, from Vancouver, due July 22nd.
Kaga Maru (European line), from London, due July 29th.
Kamo Maru (European line), from Kobe, due July 12th.
Kanyama Maru, from Bombay, due July 13th.
Kawachi Maru (South American line), due July 9th.
Nagato Maru, from Liverpool, due August 8th.
Pangchow, due July 18th.
Shidzuoka Maru (European line), from London, due July 15th.
Stegerwald, due July 25th.
Swiss, from Rotterdam, expected about July 25th.
Tenshin Maru, from Bombay, due July 10th.

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Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	16th July	15th July
"TAIYUAN"	3rd Aug.	8th Aug.

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WEATHER REPORT.

July 8th, at 12.25.—No returns from Japanese stations.

Pressure has increased slightly over N. China, and decreased slightly elsewhere. The trough of low pressure remains stationary.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 30.19 inches against an average of 42.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. and S.E. or variable winds, moderate; fair generally, some showers.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamoocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

JULY 8TH A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	8 a.m.	29.87	64	88	E	10	
Nemuro							
Hakodate							
Tokio							
Kochi							
Nagasaki							
Kagoshima							
Oshima							
Yaha							
Isigakijima							
Bonin Island							
Weihowai	8 a.m.	29.74	70	94	SE	10	
Hankow							
Ichang							
Kinkiang							
Changsha							
Shanghai	8 a.m.	29.73	72	100	S	10	
Cuttsie		29.70	75	95	S	10	
Shanghai	8 a.m.	29.74	60	91	S	10	
Amoy	8 a.m.	29.73	81	92	S	10	
Swatow	8 a.m.	29.75	80	91	S	10	
Taihou		29.75	73	84	S	10	
Tainan		29.73	73	—	S	10	
Koshun		29.73	73	—	S	10	
Pescadore		29.73	73	—	S	10	
Canton		29.68	79	91	S	10	
Hongkong		29.68	79	91	S	10	
Gap Rock		29.68	79	91	S	10	
Macao		29.66	78	87	SE	40	
Wuchow		29.66	78	87	SE	40	
Hoihow		29.63	81	96	SE	40	
Pakhoi		29.63	81	96	SE	40	
Phu Lien	7 a.m.	29.63	81	96	SE	40	
Touane		29.63	81	96	SE	40	
Cape James		29.73	73	—	S	10	
Aparri	8 a.m.	29.68	77	92	E	10	
Dagupan		29.67	78	96	S	10	
Manila		29.67	78	96	S	10	
Legaspi		29.69	78	96	S	10	
Tacloban		29.69	78	96	S	10	
Iloilo		29.71	77	96	S	10	
Surigao		29.71	77	96	S	10	
Guam	4 a.m.	29.74	—	—	S	10	
Labuan	8 a.m.	—	—	—	S	10	

T. E. CLAXTON, Director.

1. BAROMETERS, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURES, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, in blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, c overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 8th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.68	29.68
Temperature	87	79	88
Humidity	67	91	78
Wind Direction	South	East	East
Force	3	1	4
Weather	—	—	c
Rain	—	—	c

Highest open-air Temperature on 7th... 87.
Lowest open-air Temperature on 8th... 79.

CP O S

SAILINGS.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama)

From Hongkong to Vancouver

Steamers	From Hongkong	To Vancouver
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Form and other information please apply

HONGKONG OFFICE.

Telephone 752. Cable address: HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" on or about 27th July

LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "INNSBRUCK" on or about 4th August

S.S. "HUNGARIA" on or about 31st August

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE

via SINGAPORE, PENANG & COLOMBO

S.S. "PILSNA" on or about 8th August

S.S. "INNSBRUCK" on or about 16th September

S.S. "HUNGARIA" on or about 12th October

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" sailing on or about 26th July.

For JAVA

S.S. "SAMARANG MARU" sailing on or about 13th July.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CAIRO

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Agents.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE "SUNSHINE BELT,"

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON:

At 8.0

S.S. "WEST CALERA" Middle of July, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions

Cable Address "PACIFIC."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) ... Sunday, 16th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAMO MARU ... Tuesday, 13th July, at Noon.
ATSUTA MARU ... Thursday, 29th July, at Noon.
Friday, 6th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Penjoewangi, Soerabaya, Colombo Suez and Port Said.

TSUSHIMA MARU ... Saturday, 10th July

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKUSHIMA MARU ... Monday, 19th July

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 31st July, at 11 a.m.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NEW YORK via Suez Canal.

TOKIWA MARU ... Wednesday, 31st July.

SOUTH AMERICAN PORTS via Singapore, Durban & Cape Town.

KAWACHI MARU ... Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

SHINYO MARU ... Wednesday, 31st July.

CALOUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Wednesday, 29th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 31st July, at 11 a.m.

TANGO MARU ... Saturday, 31st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TENSHIN MARU ... Sunday, 11th July.

AKITA MARU ... Wednesday, 14th July.

SHIDZUOKA MARU ... Friday, 16th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 133 & 134. S. ASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "KEKETTICUT" ... About Middle of July.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephone 2477 & 2478

AGENTS

5th Floor

Hotel Mansions

208

THE BARBER S.S. LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "HASSAYAMPA"

Sailing

Middle of July

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones.

AGENTS.

5th Floor.

2477 & 2478

Hotel Mansions.

1113

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... via Suez Canal ... Middle of Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars apply to—

SHEWAN TOM

AMERICAN & ORIENTAL LINEFOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.**"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.**

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG — "KATHLAMBA" — 15th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to REISS & Co., CANTON.

THE BANK LINE, LTD.,

General Agents.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HOIHOW and BANGKOK	"WUHU"	On 10th July, 8 A.M.
HOIHOW and SINGAPORE	"HUPEH"	On 10th July, 9 A.M.
SHANGHAI & TRINGTAO	"CHENAN"	On 10th July, 4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 11th July, 10 A.M.
SHANGHAI	"SECHUEN"	On 12th July, 4 P.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 13th July, 10 A.M.
SWATOW & BANGKOK	"NINGPO"	On 13th July, 11 A.M.
WANGSAI, CHENGTOO, & TIENTSIN	"KUMICOW"	On 15th July, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good
accommodation for First-Class Passenger Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCOW
AND RETURN.**

"BAICHONG"	Occupying 9 to 10 Days.	FRIDAY, 8th July, at 3 P.M.
"BAICHONG"	Capt. W. C. Eastmore	TUESDAY, 13th July, at 3 P.M.
"BAICHONG"	Capt. J. B. Thomson	FRIDAY, 16th July, at 3 P.M.

Calling at Amoy for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)**AMERICAN & MANCHURIAN LINE**
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF ORAN"	via Suez	27th July.
"PAKING"	via Suez	8th Aug.
"NINGPOHOU"	via Suez	6th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
REISS & CO., CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING—

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	5,100	21st July.	Marseilles, London & Antwerp
"DILWARA"	5,400	17th July.	Straits Colombo & Bombay
"LAHORE" (Cargo only)	5,200	4th Aug.	Marseilles, London & Antwerp
"KALYAN"	5,000	10th Aug.	Marseilles, London & Antwerp
"JEYPORE" (Cargo)	5,200	11th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,800 | 10th July. | Straits, Bangkok & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	18th July.	Sandakan, Thursday Island,
"EASTERN"	4,000	20th Aug.	Cairns, Townsville, Brisbane,
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"KALYAN"	5,000	13th July.	Shanghai & Japan.
"JEYPORE" (Cargo only)	5,200	14th July.	Shanghai & Japan.
"PLASSY"	7,400	8th Aug.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.I.E.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3ft. x 1ft. x 1ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M.
on MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognised. No Claims
will be admitted after the goods have left the Godowns.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"ENDICOTT"		About July 10th.
"WHEATLAND"		About July 15th.
"ELDRIDGE"		About July 20th.
"ELKTON"		About Aug. 10th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"ABERCOE"		About July 12th.
"PAWLET"		About July 20th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons.

15,000 tons.

11,000 tons.

SAILINGS FROM HONGKONG FOR**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS and HONOLULU

"NANKING" "CHINA" "NILE"

Aug. 19th.

July 22nd.

28th Aug.

An unsurpassed high-class passenger service.

O. H. RITTER, Private Buildings, 100 Home Street,
Telephone, Passenger Dept. 1924. Telephone, Freight Dept. and Agents 2121.**T. K. K.
TOYO KISEN KAISHA****HONGKONG TO SAN FRANCISCO**

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KORRA MARU	20,000	July 14th.
SIBERIA MARU	20,000	Aug. 10th. (from Yokohama).
TENYO MARU	22,000	Aug. 11th.
SHINTO MARU	22,000	Sept. 6th.

† Omitting call at Shanghai.

• Calling at Keelung.

SOUTH AMERICAN LINE.**HONGKONG TO VALPARAISO**

via JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDIN ROUTE TO BURNAS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
KASHIO MARU	11,000	July 18th.
ANTO MARU	13,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

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MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	"AMAZON" ... 10,000 ... "ANDRE LEBON" ... 22,000 ... "PAUL LEVAT" ... 22,000 ... "ARMAND BEHIO" ... 10,000 ...	On or about 13th July. On or about 3rd Aug. On or about 15th Aug. On or about 4th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,

Queen's Building.

Telephone 740.

**O. S. K.
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... Saturday, 25th Sept.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Sunday, 8th Aug.
"CHICAGO MARU" ... Tuesday, 14th Sept.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Tuesday, 20th July.
"SIAM MARU" ... Beginning of Aug.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Sunday, 1st Aug.
SYDNEY & MELBOURNE—Monthly service, taking cargo to New Zealand and Pacific Islands.

"KOHOKU MARU" ... Saturday, 17th July.
VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Overland

Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Sunday, 11th July.
"MANILA MARU" ... Tuesday, 20th July.
SAN FRANCISCO & NEW ORLEANS.

"CELEBRITY MARU" ... Friday, 18th July.
NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama

and Cuban Ports.

"AMAZON MARU" ... Monday, 13th July.
"ALTA MARU" ... Tuesday, 30th July.
JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.

"SIAM MARU" ... Sunday, 11th July.
KEELUNG via SWATOW & AMOY—Three steamer

have excellent accommodation for 1st and 2nd class saloon passengers and will

arrive and depart from the O.S.K. wharf near the Harbours Office.

"KALIO MARU" ... Sunday, 11th July.
TAKAO via SWATOW & AMOY.

"BOHBU MARU" ... Thursday, 15th July.
For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY**TRANS-PACIFIC FREIGHT SERVICE.**

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DISPATCH	ABOUT	SAILING	ABOUT
S.S. WEST MONTOP	July 15th.	S.S. WEST MONTOP	July 28th.
S.S. WEST HIKO	Aug. 20th.	S.S. WEST HIKO	Aug. 22nd.
S.S. VINITA	Sept. 12th.	S.S. VINITA	Sept. 15th.
S.S. WEST HIXTON	Oct. 7th.	S.S. WEST HIXTON	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route—Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif.
Branch Office: Kobe, Shanghai, Manila, Singapore.

Hongkong Office: Prince Building, Charter B.

Tel. No. 1932.

CHAR. E. RICHARDSON
General Agent for South China.

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